Information to be used in submitting Application to the Federal Government for Funds, from the Appropriation for the construction of Public Works, with which to build the initial sections of a Rapid Transit System in the City of San Francisco, California - Submitted April 1935

1. Total loan requested . . . . . $56,200,000.

2. A schedule showing when funds will be needed and amounts, follows:

Schedule of Funds Required
(Interest not included)

Initial		$ 305,000
At end of	2 months	774,000
	4	1,224,000
	6	774,000
	8	5,804,000
	10	5,628,000
	12	6,048,000
	14	5,548,000
	16	5,548,000
	18	5,538,000
	20	5,498,000
	22	5,488,000
	24	5,803,000
	TOTAL	53,980,000
	Interest	2,220,000
	TOTAL	$56,200,000

3. A general description of the project proposed is as follows:

San Francisco is the center of a metropolitan area comprising a population of approximately 1,700,000. In 1931 a report was prepared by the City Engineer proposing certain subway lines costing $21,700,000. A copy of this report is attached.

Since 1931 two of the largest bridges in the world have been designed and placed under construction to be completed in 1938. The construction of these bridges necessitates prompt action on the part of San Francisco to care for the increased travel into the City and to provide local service within the City which will be as attractive as the quick all rail service to be given to the East Bay Cities of Oakland, Alameda and Berkeley. The Transbay Terminal is proposed to be moved from its present location at the Ferries at the foot of Market Street, to a new location farther up-town and south of Market Street. It is estimated that the initial number of passengers using this station will be 37,000,000 annually.

The local lines must be rerouted to this new location. Both bridges are designed for automobile traffic. At present Market Street, the principal thoroughfare, has four lines of street car tracks and but two automobile lanes; the latter are not sufficient to satisfactorily handle the traffic.

Because of the down-town street pattern all traffic eventually comes into Market Street or crosses it. Streets to the north of Market Street do not meet those south of Market, except at relatively few places. At these crossings the dense Market Street travel is hindered by the heavy cross travel resulting in surface car schedules on Market Street falling below four miles per hour during the rush hours with many delays of from 5 to 15 minutes beyond schedule time.

The construction of the rapid transit lines herein proposed will accomplish the following:

1 - Provide quick and convenient service to the East Bay Terminal.

2 - Permit the removal of two tracks from Market Street, thereby adding not less than two additional automobile lanes.

3 - Avoid allof the present delays at heavily traveled cross streets.

4 - Decrease the running time between the financial and down-town retail districts and the residential districts by from 15 to 30 minutes.

5 - Provide an important link for an outlet from San Francisco to the Peninsula Cities where the population tributary to San Francisco increased 125 per cent between 1920 and 1930.

6 - Hold real estate values in San Francisco stable by preventing decentralization and loss of population.

The map attached shows each of the four projects in a separate color and the location of the bridges under construction.

Initially it is the intention to use street cars in all of the subways except the Mission Street line for which new cars will be necessary. The cost of making changes in the street cars to suit them for higher speed operation in the subways is included in the cost.

San Francisco owns and operates under the direction of its Public Utilities Commission, a system of street railways which annually transports 85 million passengers. Existing municipal lines will be operated in the proposed subways on Market Street and Geary Street and a new Municipal Railway service is proposed for Mission Street and Bernal Cut to the Ocean View District. Each line has been planned with a view to future extensions as necessity demands.

4. The estimated cost of each of the projects proposed is shown on the attached tabulation which also shows the division between overhead and construction costs.

5. The San Francisco Chamber of Commerce, Down Town Association, Retail Credit Association, Real Estate Board, and the residents represented by many improvement clubs and associations, are all deeply interested in the immediate construction of rapid transit lines which will begin operation close to the time of the completion of the bridges. The organized down-town business and financial interests have definitely indicated their willingness to support a program of rapid transit construction. No opposition to the project has appeared in any quarter, as everyone feels the necessity for relief from traffic congestion and slow travel to the residential sections of the City.

6. An appropriation was made to the Public Utilities Commission in December 1934, with which to study and report on the initial rapid transit requirements and the rearrangement of service to the bridges and the peninsula towns. The cost estimates submitted herewith have already been prepared and the major fundamentals of construction worked out. Many proposals have been examined, time and traffic studies prepared and the recommended lines tentatively selected. Negotiations are under way for the review of the project by an engineer of national reputation. Plans and specifications for portions of the work can be issued within ninety days after the receipt of funds.

7. It is preliminarily estimated that 4,700,000 man days will be required in the prosecution of the work, providing employment for 8,000 men on construction.

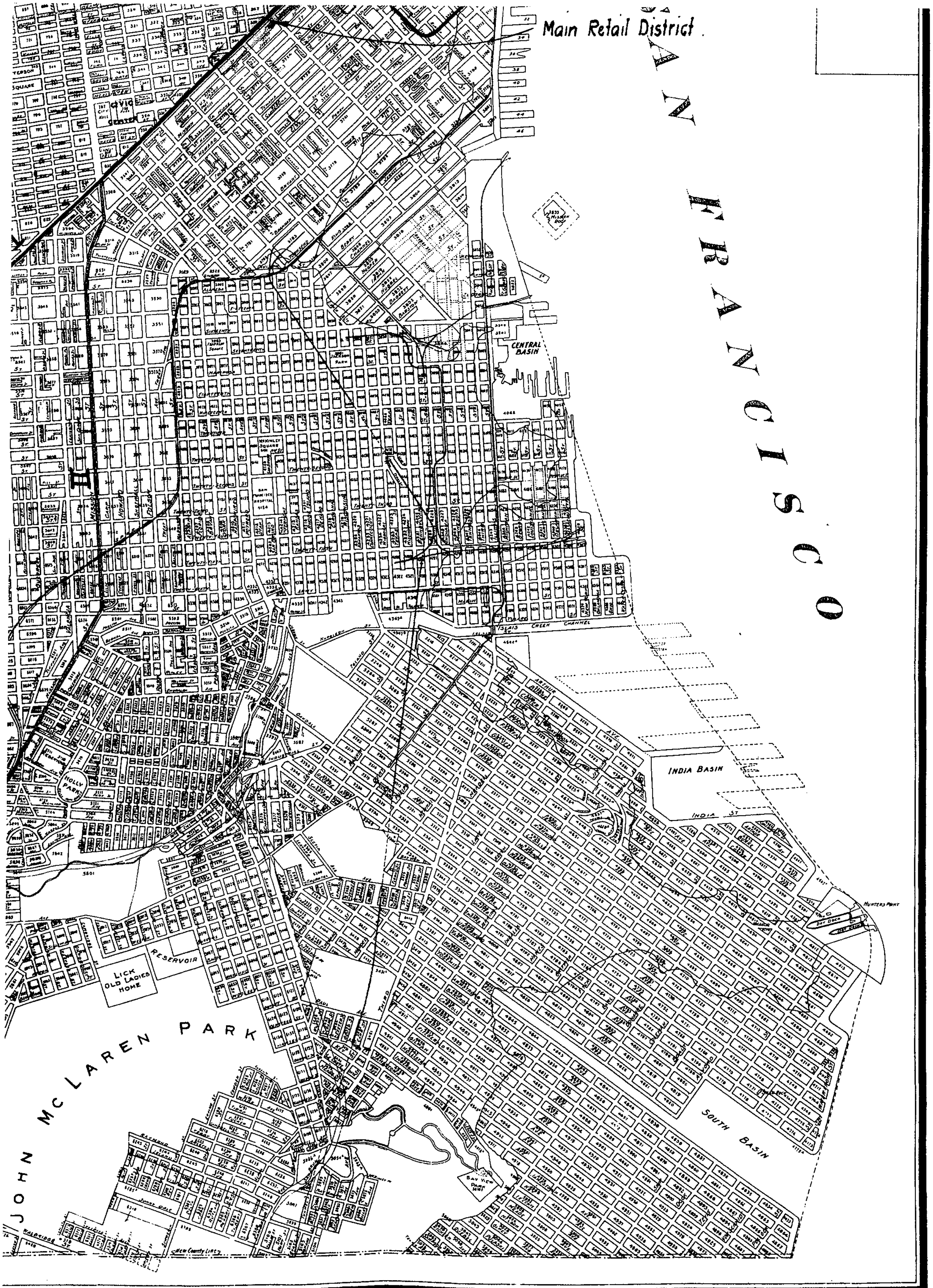
8. The materials required for the projects are practically all of the heavier basic types. The following is an estimate of some of the requirements:

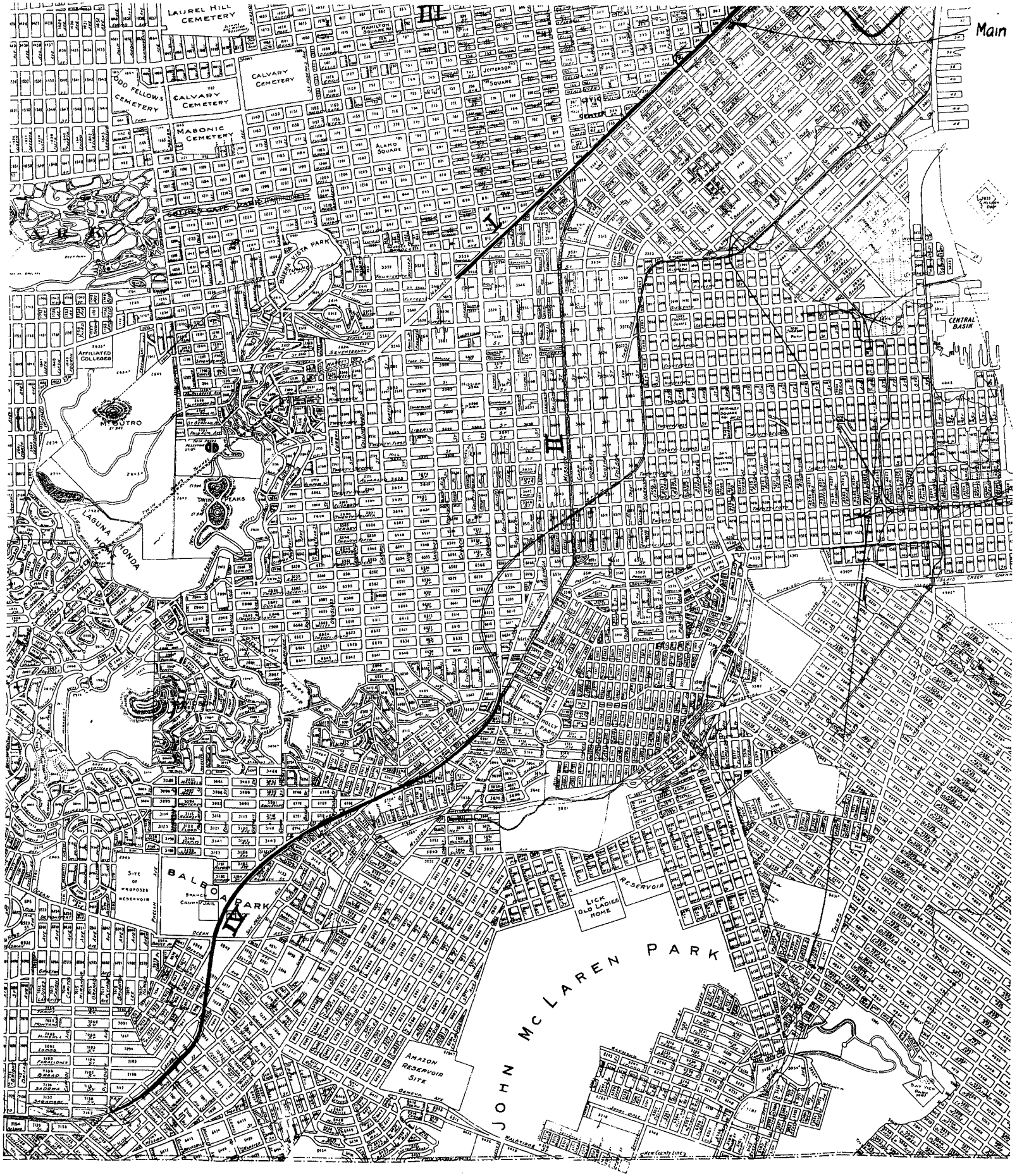
Cement	250,000 barrels
Crushed rock	250,000 cu.yds.
Structural and reinforcing steel	40,000 tons
Rails	4,000 tons
Ties	60,000 pcs.
Lumber	40,000 M feet
Cars	35
Car barns and shops	2
Copper wire and cables	100 tons

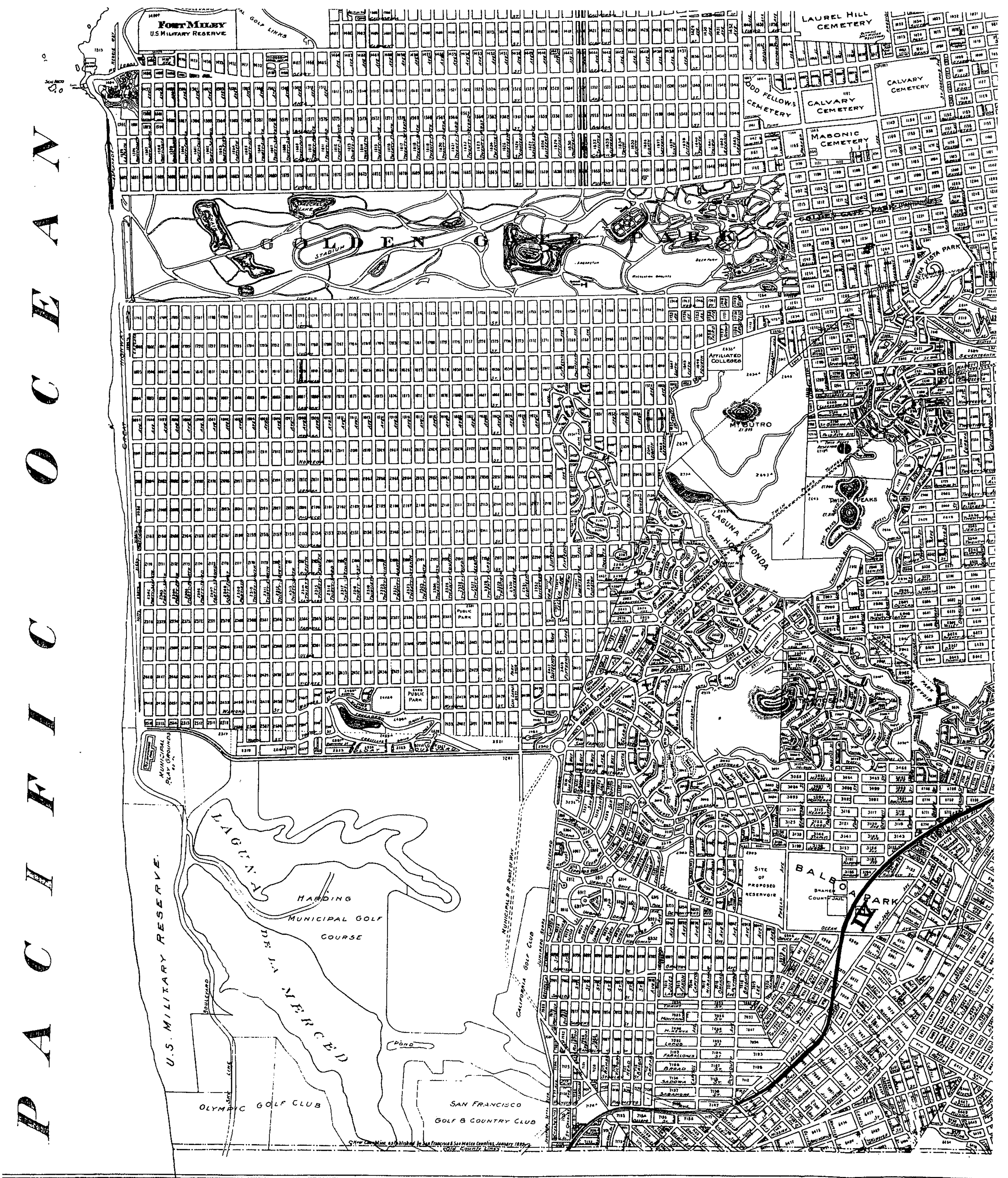
PRELIMINARY ESTIMATES OF COST OF INITIAL RAPID TRANSIT SYSTEM IN SAN FRANCISCO

APRIL, 1935

	Preliminary	Lands and R.of W.	CONSTRUCTION COSTS Labor	Material	Total	Engineering	Legal and Administration	Interest during Construction	Grand Total
1-MARKET STREET SUBWAY from the Transbay Terminal to just east of Church St.with a ramp to the surface 2-3/4 mi. of double track,six stations	$100,000	$100,000	$ 9,000,000	$ 8,050,000	$17,050,000	$1,100,000	$100,000	$ 750,000	$19,200,000
2-MISSION STREET SUBWAY from Market St.subway at Van Ness Ave. via Mission St. to Randall St. 2-1/2 mi. of double track, six stations, cars and car storage	100,000	350,000	6,850,000	7,750,000	14,600,000	1,100,000	100,000	750,000	17,000,000
3-GEARY STREET SUBWAY from Hamilton Square east on Geary St.to Market St; on Market St.to Montgomery St; on Montgomery St.to Columbus Ave. with a ramp to the surface and a loop on the surface 2-1/2 mi.of double track, five stations	80,000	—	7,590,000	6,710,000	14,300,000	900,000	80,000	640,000	16,000,000
4-BERNAL CUT SURFACE LINE from a connection with the Mission St.subway through the Bernal Cut to Monterey Blvd., thence over S.P. R/W to Oceam View, 3 mi.of double track on private r/w and 10 cars	20,000	500,000	720,000	530,000	1,310,000	50,000	40,000	80,000	2,000,000
	$300,000	$950,000	$26,160,000	$23,100,000	$49,260,000	$3,150,000	$320,000	$2,220,000	$56,200,000


Main Retail District
AN FRANCISCO
CIVIC CENTER
CENTRAL BASIN
McKINLEY SQUARE
ISLAIS CREEK CHANNEL
ARTHUR AVE
INDIA BASIN
INDIA ST
HUNTERS POINT
HOLLY PARK
RESERVOIR
LICK OLD LADIES HOME
JOHN McLAREN PARK
SOUTH BASIN
BAY VIEW PARK


LAUREL HILL CEMETERY
ODD FELLOWS CEMETERY
CALVARY CEMETERY
CALVARY CEMETERY
MASONIC CEMETERY
HAMILTON SQUARE
JEFFERSON SQUARE
ALAMO SQUARE
CIVIC CENTER
BUENA VISTA PARK
SEVENTEENTH
AFFILIATED COLLEGES
MT. OLUTRO
TWIN PEAKS
LAGUNA HONDA
CENTRAL BASIN
HOLLY PARK
LICK OLD LADIES HOME
RESERVOIR
SITE OF PROPOSED RESERVOIR
BALBOA PARK
JOHN McLAREN PARK
AMAZON RESERVOIR SITE
GENEVA AVE
Main



PACIFIC OCEAN
FORT MILEY
U.S. MILITARY RESERVE
LAUREL HILL CEMETERY
CALVARY CEMETERY
ODD FELLOWS CEMETERY
MASONIC CEMETERY
GOLDEN GATE PARK
STADIUM
BUENA VISTA PARK
AFFILIATED COLLEGES
MT SUTRO
TWIN PEAKS
LAGUNA HONDA
PUBLIC PARK
MUNICIPAL PLAY GROUNDS
LAGUNA DE LA MERCED
HARDING MUNICIPAL GOLF COURSE
U.S. MILITARY RESERVE
MUNICIPAL R.R. RIGHT OF WAY
CALIFORNIA GOLF CLUB
POND
OLYMPIC GOLF CLUB
SAN FRANCISCO GOLF & COUNTRY CLUB
SITE OF PROPOSED RESERVOIR
BALBOA PARK
BRANCH COUNTY JAIL

Rapid Transit 4/8/35

MAP

OF THE

City and County of

SAN FRANCISCO

PREPARED BY THE

BOARD OF PUBLIC WORKS.

M. M. O'SHAUGHNESSY

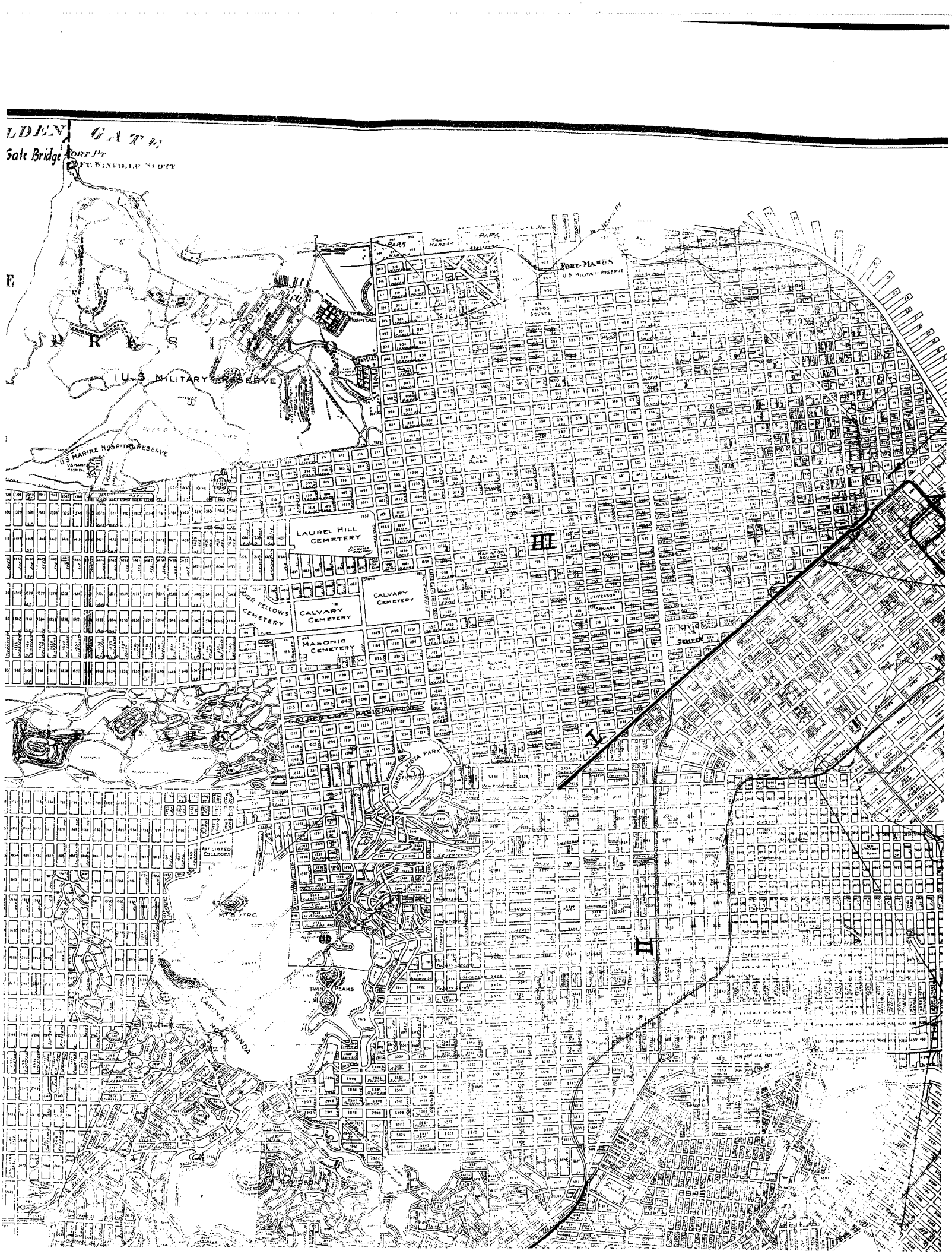
CITY ENGINEER

1927

SCALE OF FEET

A. L. AUBADRU, Cartographer

MAP Issued October 1927


LDEN GATE
Gate Bridge
FT WINFIELD SCOTT
PRESIDIO
U.S. MILITARY RESERVE
U.S. MARINE HOSPITAL RESERVE
PARK
YACHT HARBOR
PORT MASON
U.S. MILITARY RESERVE
LAUREL HILL CEMETERY
ODD FELLOWS CEMETERY
CALVARY CEMETERY
CALVARY CEMETERY
MASONIC CEMETERY
JEFFERSON SQUARE
CIVIC CENTER
GUERRERO PARK
ASSOCIATED OILFIELDS
MYTC STRC
TWIN PEAKS
LAGUNA HONDA HOME
III
H
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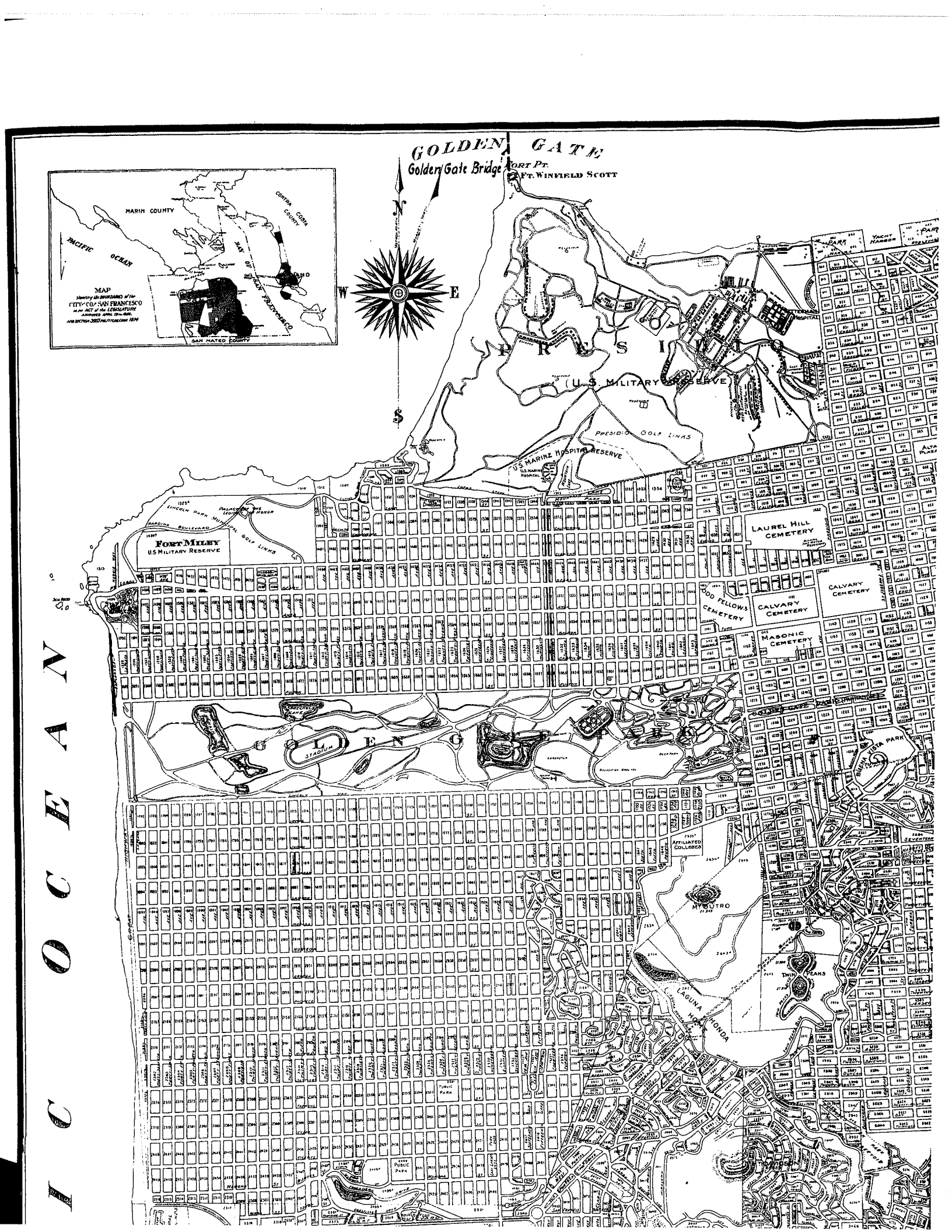
GOLDEN GATE
Golden Gate Bridge
FORT PT.
FT. WINFIELD SCOTT
MARIN COUNTY
CONTRA COSTA COUNTY
PACIFIC OCEAN
SAN FRANCISCO
SAN MATEO COUNTY
MAP
PRESIDIO
U.S. MILITARY RESERVE
PRESIDIO GOLF LINKS
U.S. MARINE HOSPITAL RESERVE
FORT MILEY
U.S. MILITARY RESERVE
LINCOLN PARK
HARDING BOULEVARD
PALACE OF THE LEGION OF HONOR
LAUREL HILL CEMETERY
ODD FELLOWS CEMETERY
CALVARY CEMETERY
MASONIC CEMETERY
GOLDEN GATE PARK
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